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Philadelphia, Monday, October 9, 1922

GRACE FOR THE LAGGARDS

REGISTRATION figures throughout the various city divisions on Saturday betrayed at last something of an awakening among the electorate. Both the organization warnings and the ardent efforts of public-spirited citizens entitling a regard for the dignity of the franchise seem to have borne fruit.

The unregistered are still altogether too numerous, but under the most enlivening conditions a certain proportion of slackers is to be expected. It is apparent now that the time for the incoming conventions of the fact that an election is to be held in November.

Moreover, the opportunity to hold a special voting day at the City Hall will make it possible for really interested citizens to fulfill the duty unperformed at the division polling places.

Wisely, it would appear, not much has been said concerning these ultimate days of grace. Experience has shown that one way to compel respect for public obligations is to instill a wholesome fear of the consequences of neglecting them.

The electorate should have registered on the three regular days. The one-half-hour occasions are occasions exhaustive of the patience of a law, unmercifully abused by the indifferent and unthinking.

THE OLD STUFF

IS THE due investigation started by Judge Monaghan to be brought to a stop in a dreary round of political discussion? Mayor Moore complains, naturally enough, because, though he has been informed that crooked police have effectively nixed and protected members of the notorious sandalite, no definite evidence to sustain the charge has been presented to him. But it ought to be within his power to do something more than complain.

"When they called upon me," said the Mayor, talking of the District Attorneys and Judge Monaghan, "I said called my attention alleged improper acts of policemen I asked her for some evidence as would enable me to proceed against these officers. This gave me nothing but rumors based upon the statements of criminals."

The mere suspicion that members of the police department are engaged in the systematic protection of criminals would justify the Mayor in utilizing all the facilities at his disposal and that are numerous—leaving whether the reports turned to him were true or false. While such charges are made by the District Attorney and Judge Monaghan they must be accepted as something more than "rumors."

THE RAIN

IF FARMERS in this and adjoining States had expressed their feelings in the manner favored by the Crooks who have suffered greatly and who might continue for another week or two. But the sequence of the weather the right thing usually happens at the right time. Providence, being all wise, is exceedingly tolerant.

Summer in its second childhood is always dandy living. The most dreary part of summer, though it provides long sun spectacles in the open country, pictures of spring returned and of a June heat of the calendar had returned to stay and stay.

The farmers, elated by the rain. People in the cities, though it seems glaring less to admit it, would have been elated with another week or two of warm, dry weather. For now, after a short repose, they must brace themselves for the awful conflict with the cold man.

VOLSTEADISM'S NEW PHASE

VARIOUS theories grounded on imagination will be advanced to explain the sweeping character of the decision given by Attorney General Daugherty to bar liquor not only from American ships but from all other vessels operating within the three-mile limit. Speculation will become more general—and perhaps more violent—as the full significance of the new order dawns upon the collective American mind.

It is already being whispered that the Administration sensed no opportunity to make its ship-to-shore plans seem more desirable and more necessary. Mr. Daugherty is believed to have been leaning over back to ward toward Volsteadism in order to make prohibition seem as only testable but dangerous to the country.

All this sort of thing must seem most unfair and unreasonable to any one who reads the text of the dry laws.

The law expressly forbids the sale or transportation of intoxicating liquor in "territory subject to the jurisdiction" of the United States Government. Certainly we have jurisdiction within the three-mile limit. In the view of international law, this under the American flag are "American territory." The text of the act may be unfortunate. It may create complications not intended by the prohibitionists. But it is on the books and it is hard to see how the law department of the Government could have continued to ignore it.

As a dry Nation we are in the course of an experiment in social ethics which it is difficult to a conclusion, may justify even the course by which it was begun and make the scandals and confusion of the past hour seem negligible. That remains to be seen.

Blame for the bad effects of the "dry act" decision cannot be placed upon the Attorney General or the President. If criticism is justified it should be aimed at the Congress which passed what properly may be called a revolutionary law without

pausing to look once at its subtler meanings or make it even flexible enough to serve the practical and inevitable requirements of an orderly intercourse with other nations.

The faulty and incomplete reasoning apparent generally in the existing text of the Volstead act itself is reflected in the question that now confronts Mr. Daugherty and the foreign ship owners. A British ship, like an American ship, is in every technical analysis "British territory." Can it be within our laws on British territory when it is within ours on territorial? That is, when it is inside the three-mile limit? That is the next question that the Supreme Court will have to worry over. And it is a rather delicate one, to say the least.

THE WAR SALON OF 1922: A FEW OF ITS MEANINGS

Will Other Suspected Things Done Recently in America Survive as Brilliantly as the Liberty Engine?

IN THE season of autumn come the formal exhibitions and salons of all sorts to mirror the achievements and tendencies of the year and the nature of the dominating social, aesthetic, commercial and industrial impulses of the hour.

The fairies are returning in a long and wear non-stop flight from embiosis to nymphae. Motorcops for the coming fiscal year are in brighter livery. The display of asserted nobilities in the field of European politics is in scope, color, variety and violence altogether without precedent. It is monumental. Color and luminous have been dividing honors at the county fairs. The vandalee note continues to be uppermost in big league ball.

There was one general exhibition in this country last week that received less attention than it deserved because of what the Yankees and Giants were doing in New York. That was what you might call the annual showing of the makers of war implements organized at the military aviation fields and the artillery proving grounds at Aberdeen, Md., as a sort of Review of the Newest Devices of Scientific Devastation. The 2000-pound bomb is passe. It has been replaced by the 4000-pound bomb.

Big guns grow longer. The newest field guns have a sixteen-inch bore and fling one-ton shells, and they have a killing radius of over sixty miles. The newest military airplanes are equipped to destroy a city in about six minutes of unnumbered work.

The army and navy engineers seem to be about the only people who have made consistent and steady progress in the work allotted to them. Every one else, from Lloyd George to the Paris fashion makers, appears to be going frantically in circles and getting nowhere.

One detail in the widespread spectra of what you might call the War Salon of 1922 ought to be cheering to the people of this country. That was the performance of the Liberty aviation engine in the hands of army fliers at San Diego, Calif.

Like everything else accomplished or attempted by Americans in the period of the war—like the work of the war boards and the Fleet Corporation and the policies of the Government and the philosophical meditations of Mr. Daniels—the Liberty engine was viewed with distrust and hostile suspicion by the Pek Who Do. Most of the Talking in Public. It was pretty, they said in the clubs, paraphrasing Mr. Kipling, but it wasn't engineering. There were whispers that it was nothing but camouflage, too, another was swindle. It was too elaborate. It was too heavy. It was everything that it shouldn't have been, though even then it was operating with success on the battlefield.

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At San Diego the Liberty motor broke all endurance records by running in the air more than thirty-five hours. It stopped only when it had no more fuel, and it lasted approximately one horsepower for every two pounds of its weight. No other motor ever built or planned approximates that amazing ratio. Lieutenant J. A. Macready, the pilot who rode it solid when he landed that it is and will be for a long time to come the best aviation motor in the world. He ought to know.

It may be that as time passes and the tumult and the shouting die other things—such as the shooting die other things—die. But the sequence of the weather the right thing usually happens at the right time. Providence, being all wise, is exceedingly tolerant.

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FOR A SIGHTLIER CITY

THE City Parks Association, to which Philadelphiaans have long been pledged for the conscientious preservation of certain standards of beauty and of civic nobility in the physical sense, presents in its annual report an elaborate program of improvements which, if executed, would result in a super transformation of this urban region.

The cost of carrying out all these suggested reforms is substantial, but not almost prohibitive. The first reason is that the park commissioners have been steadily increasing the amount of money available for the maintenance of the parks and grounds.

The association has especially stressed the deplorable condition of both houses on the Schenckhill for Spring Garden Street Bridge and property owned by the city. A creation of new parks or landscaped areas here would quite compensate for the expense of the one considerable portion of the Fairmount plan now ground away by the construction of the Fair.

There has been no shortage of enthusiasm for the proposal to replace the antiquated

bridge with a modern one. The new bridge will not be as costly as the old, but it will have to be done with the same care and precision that the old bridge had.

Some of the smaller enterprises have been successfully put through by Wages, Baileys, Trenton, Harrington, Boston, Toledo and on a particularly significant scale in Rio de Janeiro. It is not of record that the great cities of these communities have failed to comprehend the liberal extension.

It should not be forgotten that the late Mayor Rehwinkel, one of the original sponsors of the Parkway, was a man whose influence in his community was of the highest.

The City Parks Association is not nearly so

enthusiastic in its feelings, but its attitude

is that the new bridge will be a

success, but it is not clear exactly

what the new bridge will be.

There is nothing gaudy or gaudy

about the Parkway development in Philadelphians taste. The managers of the same

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